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105

In The Wind

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“The Mole had been working very hard all the morning, spring-cleaning his little home,” starts *The Wind in the Willows* by Kenneth Graham. I think that is where many of us find ourselves as we begin to plan our sailing ventures and races for the year and make our preparations.

I picked up a copy of “Wind in the Willows” as I could not find mine. I had been trying to recollect some of my favorite quotes and possibly one of the most famous sailing quotes is from Rat explaining to Mole that there is “nothing half so much worth doing as simply messing about in boats. Simply messing...about in boats - or with boats...in or out of ‘em, it doesn’t matter. Nothing seems really to matter, that’s the charm of it. Whether you get away, or whether you don’t; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you’re always busy, and you never do anything in particular; and when you’ve done it, there’s always something else to do, and you can do it if you like, but you’d much better not.”

This quote had crossed my mind because we had too much wind to race, and although racing would have been wonderful with more modest wind speeds, everyone still had a marvelous time shoring up dock lines and tying off halyards and doing all the things you do when it gusts in the fifties. Sometimes with racing and competition, I can forget how much I just enjoy piddling with and looking at boats. The J/105 is a beautiful and efficient boat, an art form, which I enjoy seeing on the water day sailing or racing.

So I wish every one of you a great sailing season as you are “messing around” in your 105.

Bill Lakenmacher
J/105 President
Radiance #649

J/105 NORTH AMERICAN CHAMPIONSHIP

OCTOBER 25-29, 2017
LAKEWOOD YACHT CLUB • SEABROOK, TEXAS



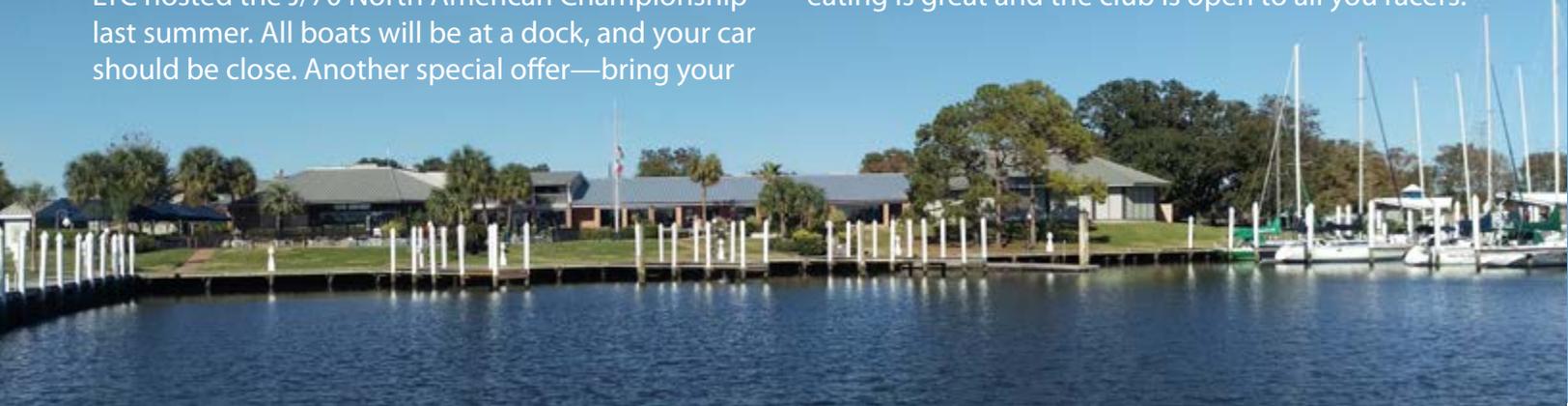
WWW.J105NAC.COM

Fleet 17 welcomes you all to Texas sailing on Galveston Bay. Texas weather is wonderful! In the first week of the October, the local major offshore race is October 6-8, a 150-mile race down the gulf coast to Port Aransas, TX. Then October 21-22, Lakewood Yacht Club hosts J/Fest, a J/Boats-only regatta, with one-design fleets sailing windward/leeward courses. This will be the warm-up before the North American Championship, which is October 25-29.

Texas is famous for its wind, and the water is big and open, allowing all sorts of courses. Lakewood Yacht Club has 38 acres of docks up to 125" and a large clubhouse with various dining rooms. One rule is: no blue jackets, but cowboy boots are appropriate. LYC hosted the J/70 North American Championship last summer. All boats will be at a dock, and your car should be close. Another special offer—bring your

boat down in October and leave it for the winter to race in our mild winter races (more like your summer). The docking charge for out-of-state sailors is the normal member docking price of around \$250, depending which dock you are at (floating or fixed). All boating services are very near to the club. Check out the club at www.lakewoodyachtclub.com or contact John Barnett at j22b@comcast.net. The city of Seabrook has lots of hotel rooms of all types: <http://seabrooktx.gov/index.aspx?nid=110>.

For the family, the area is famous for NASA, the Armand Bayou Nature Center and 11 miles of walking trails. You'll love the shrimp and oysters, and they probably came from the Bay. Needless to say, the eating is great and the club is open to all you racers!





J/105 YOUNG AMERICAN: THE PERFECT JUNIOR BIG BOAT TRAINER

By Peter Becker, Head coach of the
Young American Jr. Big Boat Team

Young American under spinnaker
with the junior crew in command.
Will McKeige – Helm, Sam Papert – Trim

American Yacht Club, Rye, NY, has had an active junior big boat program for generations. The program traditionally overlapped with the eight-week-long junior dinghy program. However in 2013, Rob Alexander and Peter Becker teamed up to super-size the program by expanding the junior's racing season from spring to fall, setting the juniors up to race against the adult-sailed boats. The philosophy was to do as much distance racing as possible and to "hand the juniors the keys to the boat," thus giving the juniors full command (within reason). Rob and Peter figured that a J/105 was the perfect trainer for the juniors, and Joerg Esdorn's J/105 *Kincsem* was available. The boat was purchased by a syndicate of members with the specific intent to be exclusively used by the junior big boat team. *Young American* became the boat's new name.

The *Young American* Jr. Big Boat Team has 30-35 enrolled junior sailors between the ages of 13-18. The team competes from spring to fall in every race possible: distance races, one-design races and club evening non-spinnaker races. The boat is also sailed by the juniors in the annual club's weeklong cruise. Over the course of the summer, *Young American* has been typically sailed in 50-70 race days, providing

in excess of 300-person days of sailing. Some of the great successes the junior team has had with *Young American* is with distance racing. Over the last four years, *Young American* has been a multiple winner of all of the various Stratford Shoal races. For distance races, the boat is equipped with an A3 spinnaker and a second spinnaker halyard. In 2015, *Young American* had a banner year not only winning the Block Island Race overall (PHRF) but also winning the prestigious New England Lighthouse Series Trophy which is the culmination of the scores from the Vineyard Race (1st class), Around Long Island Race (1st class, 2nd overall) and the Block Island Race (1st class, 1st overall).

The one-design racing has been the most difficult for the junior team to master. Since we are rarely sailing with the same crew members with the same lineup, each race day often presents a new set of training opportunities and challenges. While this is perfect for creating high-level training, it makes it very difficult to sail a series with consistent finishes. To date, *Young American*'s best one-design placing has been third place, which she has scored now in multiple series. The junior team had a fantastic time participating in the 2016 J/105 North American Championship held at Larchmont Yacht Club in an incredibly windy regatta.



Young American in full “fun mode.” Key Becker and Will McKeige on halyard, Collin Alexander giving the send off, Sam Papert and Peter Becker in cockpit.

The Junior Sailing Association of Long Island Sound holds two big boat races that are an all-junior event: the Dorade Race and the Beach Point Overnight. The J/105 has become the standard-bearer and the go-to boat for most of the junior programs so much so that despite the fact that the Dorade Race is a PHRF event, the J/105s compete as a one-design fleet.

Following are comments and stories from some of the juniors who have participated in the program (who are now graduated), and Carina and Collin who are instructing junior big boat sailing at other clubs. Richard is hoping to head to Navy sailing. The J/105 training prepared all who participated in the 2016 Newport Bermuda Race as a predominantly junior crew sailing *High Noon*, winning line-honors (1st in class and 3rd overall).

Carina Becker, 2016 Graduate of the *Young American* Jr. Big Boat Team: My first time sailing a J/105 was around the buoys, competing against our local J/105 fleet of almost 10 boats. This fleet is one of the strongest fleets on Long Island Sound, and the fleet never passes up the opportunity to race hard. Through the years, I have gotten to know many of our fellow J/105 sailors. In particular, Paul Beaudin, our J/105 Fleet Captain, has always been supportive of our junior team and of Fleet #6. In 2015, Paul put together a crew made up from our local fleet to compete in the J/105 North Americans in San Francisco. Being part of this crew, racing with (not against) some of *Young American*'s biggest home competitors was an amazing experience. While the North American racing was cutthroat with almost 30 boats on the line, the way “Team New York” came together to represent

our home fleet shows the camaraderie the J/105 community holds. Having such an amazing group of sailors to race against has made my experience in the J/105 outstanding. These boats, when used for junior programs like *Young American* is, produce sailors who love the sport for what it is and what they want to make of it. I hope that more people (and juniors) will join in with the opportunities and friendships associated with a J/105 fleet.

Richard O’Leary, 2016 Graduate of the *Young American* Jr. Big Boat Team: The J/105 acts as the foundation of the American Yacht Club Jr. Big Boat Team. Most of what I know about big boat racing is attributed to my first summers spent racing on *Young American*. The J/105 makes it possible for a crew of predominantly 14- to 16-year-old kids to race competitively against juniors and adults alike. The fact that *Young American* has a tiller makes the boat more approachable for those of us used to dinghy sailing. Summer racing means the boat sees plenty of use from the junior sailors, with Can One Evening races every Thursday night and the Sunset Series on Fridays, in addition to the many other races throughout the season. I even had the opportunity to act as “owner’s rep” for the Boston University Sailing

Team on their training day for the Storm Trysail Intercollegiate Offshore Regatta a few years ago. A 15-year-old teaching college students about the J/105 was an experience that was bizarre but rewarding nonetheless. Whether two or twelve, juniors show up to sail on a given day, and the J/105 somehow manages to stay the perfect educational platform and a really fun boat to sail.

Collin Alexander, 2015 Graduate of the *Young American* Jr. Big Boat Team: The J/105 is an all-around perfect boat for juniors to learn how to sail

Will McKeige at helm on an overnight race.



Fun on the weather rail with Carina Becker, Sloan Kratzman and Kelly Hanlon.



Young American in action at the weather mark.



Peter Becker - 2015 Around Long Island Race.



Carina Becker and Kelly Hanlon – 2015 Around Long Island Race.

Club's big boat program where I now am an instructor. I am glad to say that they hooked one up for this upcoming summer.

The J/105 has a nice balance of sport and safety. You can get one of those bad boys planing in enough breeze at the right angle. They are super fun boats to race, and they are certainly not the "slow beasts" that those that do not know sometimes make J/105s out to be. They have a fair PHRF rating, and I can remember pushing ourselves to our limits while we were distance racing, sometimes a hundred miles behind, knowing our efforts would pay off. Not many ratings are like that. On the flip side, I have witnessed a J/105 heel so far over that the mast touched the water, only to right itself and keep on going. Our team on occasion has been thrown breakdown after breakdown, only for us to bounce back. One time, our main halyard

big boats and for junior programs in general. My experience with J/105s goes back before my time sailing on *Young American*, where an AYC member loaned his J/105 *War Horse* to the junior program. Today I think so highly of the design of the boat that I recommended it to the Riverside Yacht



Overnight cruise raft up with Key Becker, Collin Alexander and Dam Papert.

broke mid-race on an upwind leg. We sent our guy up there and managed to fix it with a temporary halyard, and we finished the race with boats behind us. J/105s are seaworthy, and I would be comfortable taking one the distance offshore. They are solid boats and can be distance-raced, something that I found to be very valuable for our team. In the Long Island Sound, there are so many that one-design racing is popular and super fun. I remember learning to get competitive and stripping off all the extra gear and stuff from the boat, right down to the minimum required by Class Rules. In a super competitive fleet, we still needed more speed, but it gave our team a taste of what great one-design sailing is really like. It is small and simple enough that our team has been entrusted with taking care of and maintaining *Young American*. I remember long and hot afternoons out on the mooring with Key Becker fixing stanchions and trying to figure out what in the world was wrong with our engine. We repaired the boom on one occasion when it just gave out on us one day on the water. I am not trying to say that J/105s are unreliable...it is the opposite. *Young American* is old, and boats break. Maintaining *Young American* taught our team what owning a boat entailed and gave us valuable experience with repairs. J/105s are an all-around type of boat. They are good for buoy racing, distance racing, cruising and educating.

J/105s are also excellent cruising boats. Many of the memories I made with my teammates were not in competition but on the Junior American Yacht Club



Foredeck action with Kelly Hanlon and Lindsay Powers.

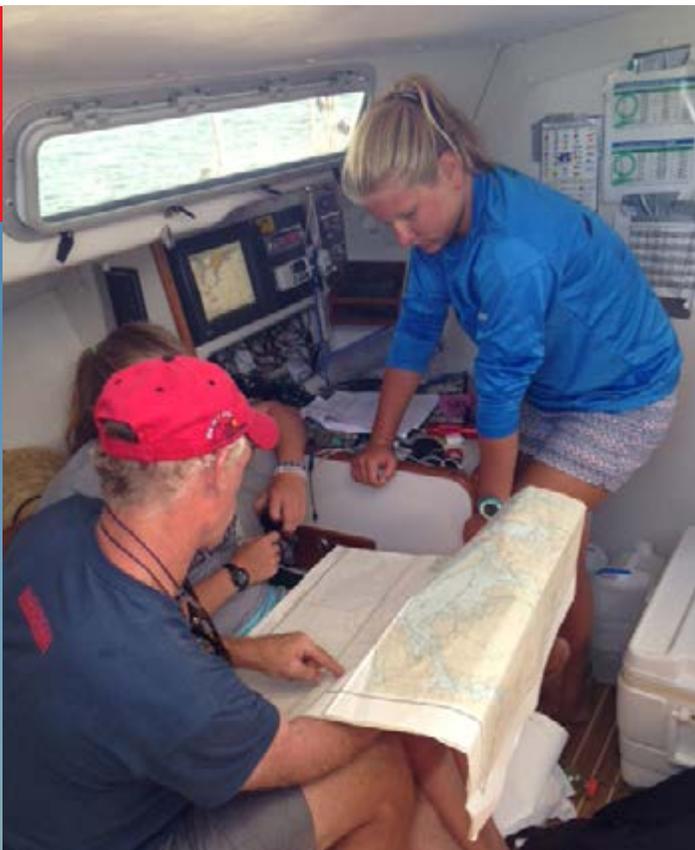
(JAYC) cruises that we went on. A bunch of us juniors sailed the American Yacht Club cruise, which is a weeklong cruise, on *Young American*. We had lots of fun challenges that week which included not having an engine for most of the cruise. We sailed from port to port making it all the way to Newport, RI and back to AYC in Rye, NY. I was only 16, and my parents trusted me with unsupervised overnights on the J/105, and those were perhaps the most fun and educational sails of my life. Imagine that, four boys cruising a J/105 down Long Island Sound with NO ADULTS. We were in heaven and having a blast of a time. This would not have been appropriate on any other boat; but we knew *Young American* like the back of our hands, and it was not the most delicate and expensive boat out there either.

In regard to the Jr. American Yacht Club Big Boat Program, we had a blast. It was led by my father, Robert Alexander, and Peter Becker. Other adults definitely helped along the way. Doug McKeige, Mark Ploch and basically every parent contributed. Those four were the guys who went on the races with us kids. Each taught me to be a proper helmsman and competent in every position. I would like to thank those adults and especially my father; without him, our program would not have been successful. These guys are some talented sailors. You have to have some guts to head into certain danger with a bunch of kids. I think of one windy overnight race when the junior team sailed a New York 42. It was a crazy adventure but in retrospect, I can only think of the adults who were willing to be responsible when things went wrong. They must have had serious confidence in their abilities and in our abilities as junior sailors. The success of our team reflects Rob and Peter's own seamanship. They have taught us everything from navigation to spinnaker trimming. The secret to our

team was that we went out and actually did it, by ourselves and frequently. It starts and ends with the J/105 *Young American*—she taught us everything a junior needs know about big boat sailing.



Young American accepting 2nd place overall in the 2015 Around Long Island Race.



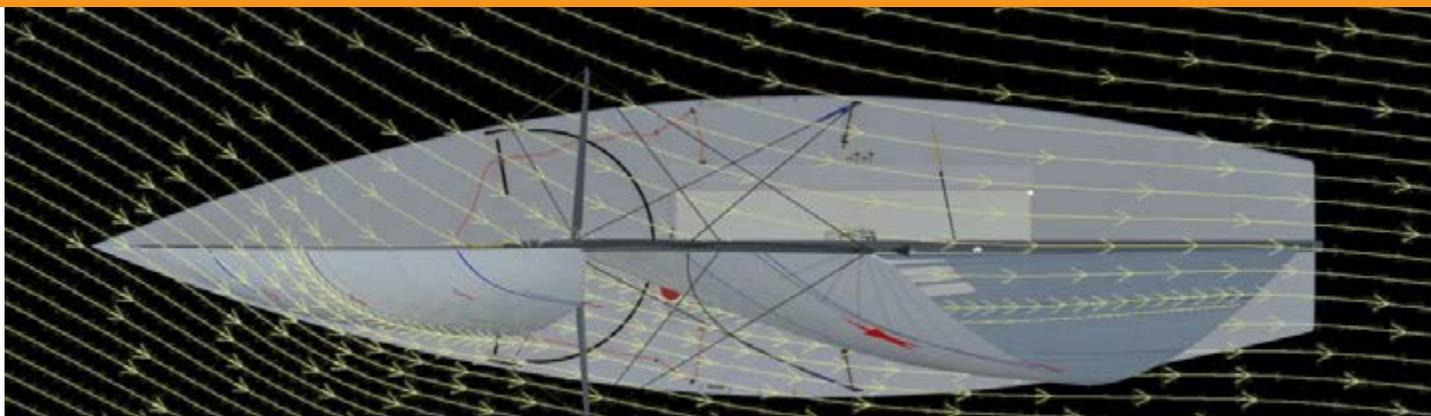
Navigation training with Peter Becker and Madelyn Ploch during the AYC Annual Cruise.

Young American flying the A3.



Tech Talk – Upwind Trim By Paul Beaudin

Control the Slot



the Slot

This edition, we will review an important part of good sail trim—properly trimming the jib to match the mainsail. When sailing upwind, we use two sails that effectively create a single foil. *The space in between the two sails is called the slot.* Wind passing through this opening can generate power in the sail plan and attaches flow more effectively to the backside of the mainsail. The goal is to direct the wind through the slot efficiently while creating the least amount of speed-depriving drag from turbulence.

Let's examine how this applies to trimming our jib. Probably the biggest take away from the North Americans was that twist is fast. *What is twist? Twist is the relationship between the top of the sail and the bottom. More twist has the upper sail eased out further than the bottom.* A fractional jib always needs to have some twist to keep the slot consistent. The upper jib is at the deepest part of the mainsail. To keep the slot opening correct, the top of the jib must be more open (twisted) than the bottom. Because of this, the luff telltales will break on top before the bottom. It is faster to have the slot trimmed correctly than to have the jib twist even top and bottom. The goal is to adjust the lead for the slot, rather than the luff telltales.



slot twist

Trimming is controlled primarily by the jib sheet and the jib lead position. We use telltales on the leech of the jib, at the battens, to see the wind passing through the slot. If the telltales are stalled, turbulence is robbing power from both sails.

Trimming Guidelines:

With most class jibs, the base trim has the lead with 9 holes showing on the jib track in front of the jib block car. We put marks on our lower spreader tips at 3" and 6" in from the shroud. With the mainsail trimmed, the jib should be trimmed in until the leech at the middle batten is pointed straight aft and the top telltale is streaming 100%. When the boat is up to speed, the jib can be trimmed until the telltale just starts to dance, no more than 20%. The trimmer should note the distance the leech is inside the bottom spreader for quick trimming on each tack. The rule of thumb is: Out of the tack, trim the jib to just inside the lower spreader tip. As the boat accelerates, the sail will trim into somewhere inside the first and second spreader marks. Light air is closer to the 3" mark, and in medium air with the mainsail trimmed tighter you can trim closer to the 6" mark and keep the telltale streaming (always checking the top telltale).



jib leech profile

As the wind builds and we start depowering the boat with backstay and main traveler, it is time to start moving the jib lead aft to help keep the slot open. You should feel this in the helm. It will be easier to keep the boat 'on its feet' *flat and tracking easily* by moving the lead aft as the breeze builds.

Here is a nice (older shot) in big breeze. Lead well aft, jib nice and flat down low and twisted. Boat is comfortably sailing in 25 knots.



Technical Committee Report

Matt Arno – Class Measurer, Fleet 16, Dallas/Fort Worth

Pat Benedict – Fleet 1, San Francisco

Angelo Guarino – Fleet 3, Chesapeake

Immediate Family and Drivers

The J/105 Class is often called an owner-driver Class. While there is certainly a preference for owners driving, we are not strictly an owner-driver Class. The Class Rules allow several exceptions to owners driving. One of those exceptions is that members of an owner's immediate family may also drive. This naturally brings up the question of who is considered a member of an owner's immediate family. Other Classes which have similar Rules have various opinions of what this means. The Technical Committee has issued Rule Interpretation RI-17-01 defining this term:

An owner's immediate family consists of the owner's spouse, children, siblings, parents, grandchildren and grandparents. For the purposes of this Rule, cohabitating domestic partners are included in the definition of spouse.

This definition is similar to what some of our fleets were already using internally.

The Technical Committee is currently working on revising the driver Rules to allow for a graded approach similar to the Class Rule 3.6 requirements for crew categorization. At the highest level of competition, we need to be the strictest, but for other events and beer can races, such rigor is not necessarily warranted and being less restrictive can open the door for increased participation. We intend to submit a Class Rule change proposal to modify the driver requirements to provide multiple levels of driver restrictions and allow individual fleets to choose the level of rigor which they want to apply to individual events.

Thinking ahead to the 2018 NAs

Is the Chicago-Mackinac race on your bucket list? Is next year's back-to-back Chicago-Mackinac race and North Americans a good time to check it off the list? If so, now is a good time to start planning and thinking about what will be required.

Most J/105 owners just day-sail, whether racing or for a pleasant weekend or evening cruise. Getting the boat ready for a race like the Chicago-Mackinac requires a different way of thinking. One of the items that will require the furthest advance planning is sail inventory. The Chicago-Mackinac race has historically been granted a



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CM-1 Mainsail 7.52 PK Dacron

Li-5 Light Jib 3Di RACE

Mi-4 AP All Purpose Jib 3Di

A2-2 Asymmetrical AirX 700

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Max Skelley	Max.Skelley@northsails.com	410.721.4282
Steve Pickel	Steve.Pickel@northsails.com	410.269.5662

2016 J/105 NORTH SAILS RESULTS

J/105 2016 North Americans | Larchmont YC

- | | |
|----------------------------------|-----------------|
| 1. Terry McLaughlin / Rod Wilmer | Mandate |
| 2. Bruce Stone / Nicole Breault | Good Trade |
| 5. Adrian Owles | Mad Blue* |
| 6. David Greenhouse | Skipperdee |
| 9. Bill Lakenmacher | Radiance |
| 10. James Macdonald | Distant Passion |

*Denotes partial North Sails inventory

northsails.com

NORTH SAILS

Rule 87 waiver from the sail inventory limits in the Class Rules; an unlimited number of jibs and spinnaker can be carried for the race. This waiver is likely to be granted for future races as well. So you need to think about what sails you would want to bring and what sails are required.

Class Rule 6.7 states that heavy weather jibs of less than 80% LP, a storm trysail, or second mainsail reef at least 40% up from the tack required by ORC regulations are additionally permitted (in addition to the sails allowed by Class Rule 6.3). The Technical Committee has decided that storm jibs and storm trysails do not require Class sail tags. You can purchase them without having to use a sail tag. However, to be

exempt from the requirement for sail tags, the sails must meet the definitions of storm jibs or storm trysails as defined in the World Sailing Offshore Special Regulations: [http://www.sailing.org/tools/documents/WorldSailingOffshoreSpecialRegulations201617Jan2017b-\[20554\].pdf](http://www.sailing.org/tools/documents/WorldSailingOffshoreSpecialRegulations201617Jan2017b-[20554].pdf).

See Section 4.26 of those regulations for the full definition, however the key points are that:

- The sails must be brightly colored (e.g., orange, yellow, dayglo pink).
- The storm jib is no larger than 5% of the height of the foretriangle squared (81.3 ft² for a J/105) and capable of being set independent of a luff groove.
- The storm trysail is no larger than 17.5% of P x E (105.6 ft² for a J/105).

Any sails not meeting these definitions must be tagged. The Chicago-Mackinac Race requires you to have a storm jib, but not a storm trysail. In lieu of a trysail, you must be able to reef such that the luff of the mainsail is reduced by 25%. In other words, put a second reef point in your mainsail and get your sailmaker to make the reef points real, sufficiently reinforced to actually be used, and have means of securing the foot when reefed, instead of the marginally adequate reef points put in most J/105 mainsails.



Does Your Sailmaker sail a J-105?

Class Specialist Paul Beaudin sails his own J-105 'loulou' on Long Island Sound. He has selfish reasons to make the best J-105 sails. He uses the same sails he sells. *The faster everyone is, the better the class, the better the sailing.* Paul created the first sprit club racer in 1987, sailed on his first J-105 in 1993, owned his own boat since 2010 and is very active in the class. He is always available to help you get the most out of your 105. Maybe he should be your sailmaker.



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Calendar

2017

2017 San Diego NOOD

San Diego Yacht Club & Coronado Yacht Club

Mar 17 – Mar 19

2017 San Francisco Bay J/Fest

St. Francis Yacht Club

Apr 1 – Apr 2

2017 Charleston Race Week

Charleston Ocean Racing Association

Apr 20 – Apr 23

2017 FWBC Annual Regatta

Fort Worth Boat Club

Apr 21 – Apr 23

2017 American Yacht Club Spring Series

American Yacht Club

Apr 29 – Apr 30

2017 San Francisco Yacht Club Resin Regatta

San Francisco Yacht Club

Apr 29 – Apr 30

2017 Annapolis NOOD

Annapolis Yacht Club

May 5 – May 7

Calendar

2017 American Yacht Club Spring Series

American Yacht Club
May 6 – May 7

2017 St. Francis Yacht Club May

One Design Regatta

St. Francis Yacht Club
May 13 – May 14

2017 Cedar Point One Design Regatta

Cedar Point Yacht Club
Jun 3 – Jun 4

2017 Chicago NOOD

Chicago Yacht Club
Jun 9 – Jun 11

2017 New York Yacht Club Annual Regatta

New York Yacht Club
Jun 9 – Jun 11

2017 San Francisco Yacht Club Spring One Design Invitational

San Francisco Yacht Club
Jun 10 – Jun 11

2017 Cleveland Race Week

Edgewater Yacht Club
Jun 16 – Jun 25

2017 Block Island Race Week / J/105 New England Championship

Jun 18 – Jun 23

2017 Long Beach Race Week

Alamitos Bay Yacht Club & Long Beach
Yacht Club
Jun 23 – Jun 25

2017 Edgartown Yacht Club Race Weekend

Edgartown Yacht Club
Jul 20 – Jul 22

2017 Sausalito Yacht Club J/105 Invitational

Sausalito Yacht Club
Jul 22 – Jul 23

2017 Marblehead NOOD

Corinthian Yacht Club
Jul 27 – Jul 30

2017 UGotta Regatta

Little Traverse Yacht Club
Jul 28 – Jul 30

2017 Buzzards Bay Regatta

New Bedford Yacht Club
Aug 4 – Aug 6

2017 J/Fest New England

Sail Newport
Aug 11 – Aug 13

2017 St. Francis Yacht Club Aldo Alessio

St. Francis Yacht Club
Aug 19 – Aug 20

2017 Rolex Big Boat Series

St. Francis Yacht Club

Sep 14 – Sep 17

2017 American Yacht Club Fall Series

American Yacht Club

Sep 23 – Sep 24

2017 American Yacht Club Fall Series

American Yacht Club

Sep 30 – Oct 1

2017 J/Fest Southwest

Lakewood Yacht Club

Oct 21 – Oct 22

2017 J/105 North American Championship

Lakewood Yacht Club

Oct 25 – Oct 29

2018

2018 Long Beach Race Week

Alamitos Bay Yacht Club & Long Beach
Yacht Club

Jun 22 – Jun 24

2018 J/105 North American Championship

Little Traverse Yacht Club

Jul 26 – Jul 28

